

FOREST SERVICE MEN RETURN TO CITY AFTER MEETING

First Supervisor's Conference
Ever Held in District Three
Is Huge Success; National
Officers Are Present.

FIRE PROTECTION AND ECONOMY DISCUSSED

After a stay of more than ten days at the supervisors' meeting in El Paso, the forest service officers who did not take annual leave have returned to this city. The meeting was the first one of the kind ever held in district three, and was a great and successful success. District executives are more than pleased with the results obtained, and later, when the recommendations of the supervisors are acted upon by the district and national offices, it is likely that some lasting changes will be made, all of which will tend toward the objects set by the conference, economy and fire protection.

These two themes were the subject of many addresses before the conference, which numbered about 40 supervisors, district officers and national officers.

The supervisors of the district were fortunate enough to secure the attendance of Henry S. Groves, the forester, at the conference, and his remarks upon several occasions were beneficial to a marked degree.

The forestry men were treated royally, they say, in the Paso City, and are delighted with their reception there.

The meeting was held in El Paso for greater convenience to the many who had long distances to travel, as it saved a great deal of time and trouble by being placed at that central point, speaking from a transportation standpoint. The district embraces forests in Arizona, Oklahoma, Florida, Arkansas, New Mexico and Arizona. El Paso was the best location for the meeting so far as equalizing the necessary travel was concerned.

Everything on which it was thought that action was needed—and that embraced every problem now confronting the district—was laid before the supervisors. Definite committee action was taken on each topic, and a report made. These reports were afterward made by the entire body of supervisors, and made the subject of recommendations to the district and national offices. In the course of time they will be put into effect, if that is deemed advisable.

Special Features Many.

Not content with showing them with press attention, El Paso literally took the visitors into its heart, or what is the same thing into its clubs, and made much of them. Monday night there was a banquet at the St. Regis hotel. Wednesday night the Toltice club gave a banquet. A tour of the city for the Washington officials was made. Mayor Kelly presented the visitors with the freedom of the city. N. P. McNary, president of the chamber of commerce, and vice president of the First National bank of El Paso, was especially lavish in his hospitality to the visitors. The newspapers spread the forest service stories and gave the meeting wide publicity, they were taken on a country club trip and many other minor things were done to add to the comfort and convenience of the stay in the city. Every forestry man who was in El Paso has a kindly feeling for the people of that city.

At the banquet Monday night, Forester Henry S. Groves made an address in which he thanked the citizens for the treatment accorded the officials and expressed the appreciation of the service representatives.

Many Officials Present.

Beside the forester, there were present Earl H. Clapp, forest inspector from the Washington office; Captain James B. Adams, assistant forester; Engineer Norcross from District two; W. H. Long of the bureau of plant industry; W. F. Jardine of the grazing reconnaissance work, and others.

The district contingent included the supervisors of every forest in the

district, some 35 in all, several deputy supervisors, District Forester A. C. Ringland, T. S. Woolsey, Jr., A. S. Peck, R. B. Rogers, A. O. Waha and many other district officers.

The subjects discussed included economy, under which heading three topics were discussed by different officers: fire protection, numbering 13 sub-topics, and including a great deal of discussion, personnel and inspection; improvements, agriculture, grazing, trespass, lands, education, game protection, atlas and photograph.

The officials are enthusiastic over the results obtained by this initial gathering, and it is likely that a similar affair will be held annually.

BITHULITHIC PAVING

(Continued From Page One.)

the immediate installing of the sewer was the lack of sufficient funds.

The sale of property forfeited by Glass and Fischer is expected to provide the necessary amount for the sewer, but Mr. Clark was doubtful regarding the ability of council to dispose of this in a short time, and thought it more advisable to secure the money before spending it. The plan suggested was the re-advertising for bids in papers dealing with municipal affairs, thus giving all a chance to bid, and giving thirty days' time for the bids to be in. In the meantime the preliminary plans could be dealt with, and the property in question sold.

W. P. Metcalf here inquired whether the storm sewer would interfere with the paving, and was told by City Engineer Gladding that only a small pipe on Second street would be necessary.

In regard to the advisability of undertaking the storm sewer Alderman Wroth expressed the belief that the drawing up of contracts and other preliminaries would consume some sixty days and that by that time the necessary funds for the sewer will have been secured.

Mr. Stamm immediately turned the discussion to the bithulithic pavement, saying that he understood Alderman Wroth's resolution for immediate action to imply letting the contract to the Texas Bithulithic company, and Dr. Wroth objected to such an interpretation.

Mr. Stamm: "I object in behalf of the property owners who will pay the bill. This council may and probably will do as it pleases, but you will surely hear from the people when it comes to paying \$2.20 when as good if not better paving can be had for \$1.30. This is not a threat but a fact, we must not start out in this way."

As proof of the inferiority of the bithulithic Mr. Stamm read the following telegram:

"Milwaukee, Wis., Nov. 17, '11. 'M. P. Stamm, Albuquerque, N. M. 'Milwaukee has had bithulithic at \$2.10 square yard; is now laying best pavement for \$1.30 yard. Bithulithic is bunk; letters follow. 'C. A. MULLEN.'"

Mr. Mullen is superintendent of street construction of Milwaukee.

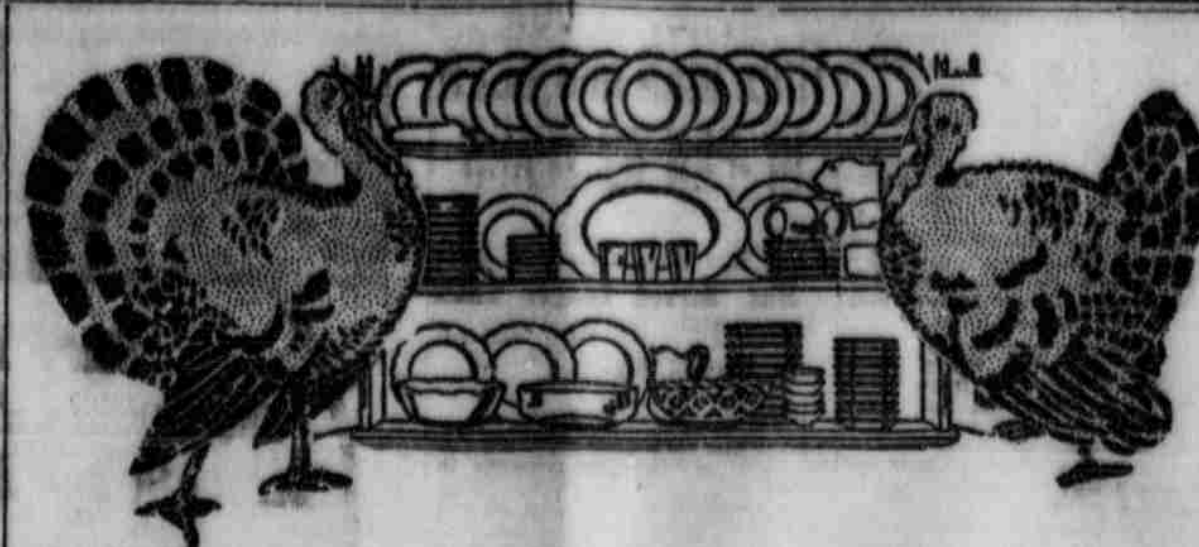
Later Mr. Stamm referred to the condition of the bithulithic pavement laid on Michigan avenue in Chicago, it being reported that the summer heat so affected the paving in that case that automobiles would throw the surface material just as if running through mud, as it were, and as to cause it to be said jokingly that, if allowed to stand, machines would sink to the hub.

In reply to these statements Mr. Stamm said in part:

"C. A. Mullen, the man who wrote the telegram to Mr. Stamm regarding our work in Milwaukee, has been for several years in the employ of the Barber Asphalt company, our competitor, and we do not get many recommendations from the Barber people. We are not getting contracts in Milwaukee because the socialist government of that city is opposed to the monopoly of the Warren Brothers on the patent process. In Schenectady, N. Y., another city governed by the socialists, we are getting contracts because they are fighting the asphalt trust there."

"As to the reports of the failure of the Michigan avenue paving in Chicago, I could find nothing wrong. True the heat in summer does soften the pavement slightly, but the reports are entirely incorrect. One can get any number of good or bad reports on anything, whether it be good or bad, and it is an easy matter to produce the smoothest or the roughest street imaginable in a photograph by manipulation of the camera."

"Some have the idea that the Warren brothers are and have been doing nothing other than raking in the dollars as a result of their patent rights on the process. The Warren brothers have worked years and spent millions of dollars to produce



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the patented process on which they draw royalties."

Mr. Lanham talked convincingly to the point, and as he spoke, whatever doubt there might have been regarding the bithulithic paving vanished.

President Stern, representing the Commercial club, expressed the sentiment of the organization, that of being tired of delay, and urged that immediate action be taken.

Some time ago the impression was current that the Santa Fe would use no other than wood block or brick, something easily taken up and put down along the tracks in case of necessary repair, and at the time this was one of the principal objections offered against the bithulithic. Accordingly Mr. Stern engaged General Manager F. C. Fox of the Santa Fe in conversation on the subject during the fair. Mr. Fox stated that, while brick was their favorite pavement, the Santa Fe would be willing to put in the bithulithic provided a proper guarantee be given. The brick would cost about one dollar more on the square yard.

As the result of a suggestion from Mr. Stern a competent engineer was sent by the Santa Fe to El Paso and an examination of the bithulithic laid there made. The report of that examination was most favorable and it is quoted in part:

"The bithulithic paving at El Paso has had no care and very little, if any, repairs have been made; considerable of the paving has been in place seven or eight years and still appears to be in good condition. The bithulithic company guarantees their paving for a period of five years and agrees to make necessary repairs during that time. The people of El Paso seem to be perfectly satisfied with the class of paving they received and are continuing its use where new paving is done."

"The price of paving at El Paso is \$1.75 per square yard, while the price bid at Albuquerque is \$2.20 per square yard; the difference is said to be due to local labor and material conditions; note, however, that the specifications at Albuquerque call for five inches of Portland cement concrete foundation, while the foundation used at El Paso is six inches crushed stone. With this exception the specifications are nearly identical."

That bithulithic should be so satisfactory in El Paso appealed to Mr. Stern and he emphasized the similarity of the two climates, adding, "What's good enough for El Paso ought to be good enough for Albuquerque."

As Mr. Stern put it, "The only thing to be accomplished by waiting so far as I can see, is that we will probably wait so long that we will all die and then it will not make much difference what kind of paving we get."

Mr. Stern was of the opinion that the difference between the bithulithic bid here and at El Paso is reasonable not only on account of labor conditions but also on account of the different specifications for the foundations particularly.

At this point Alderman Wroth took occasion to say that Mr. Stamm's statements in regard to the bid of the Barber company were in need of correction. This brought up again the old controversy about the merits of the "patent" specifications as compared with the Barber specifications. As brought out later by inquiry from Mr. Metcalf, the specifications were so drawn up that the Barber people cannot come up to the specifications without infringing the patent on the Warren Brothers' process under which the bithulithic is made. Mr. Stamm contends that this difference is of no particular consequence while the bithulithic advocates claim that the difference is more than worth the 40 cents difference in the price. This difference comes mainly of the grading of the rock and to accept the Barber bid the city specifications would have to be changed. Dr. Wroth reviewed the entire history of the paving boom from its conception, including the appointment of the citizens' committee, proving by the committee which met before that Mr. Lanham, representing the Barber company, practically refused to bid on the city specifications, instead asking to be allowed to furnish his own specifications.

Both Alderman Ingham and Jacob Korber of the citizens' committee expressed themselves as being heartily in favor of the bithulithic. Both had looked over the discussed

Michigan avenue in Chicago and were unable to find the reported shortcomings.

Alderman Ingham has investigated the matter thoroughly at considerable personal expense just to be satisfied on the question, and he reported that practically all to whom he talked in different cities where bithulithic has been used were well impressed by its qualities.

Mr. Korber also had nothing but good reports. He told of having seen a section of the Chicago pavement dug up to widen the sidewalk and it was in excellent condition.

The last objection to bithulithic was presented by Mr. Stamm in the form of city ordinances of El Paso providing against the hauling of heavy draft wagons on the streets paved with bithulithic unless provided with tires of three inches at least, and four when drawn by more than two horses, and providing against the deposit of any oily substances, such as coal oil or kerosene, or the mixing of mortar or cement on the paved streets. This was construed by Mr. Stamm to indicate that they were afraid of the paving and took such means to protect it. Such being the case, it is evident that, with the automobile we have today such delicate paving would be ruined in a short time.

However, it was pointed out by Alderman Wroth that similar laws are made in every state where the good roads movement has taken hold.

Mr. Lanham produced a letter from the city clerk of El Paso written almost a year ago in answer to an inquiry from the chairman of the street committee of Temple, Texas, in regard to the same ordinance. The letter stated that the bithulithic paving had been entirely satisfactory, durable and reasonable in the long run. The ordinances were explained as being the only proper precaution for a city with new streets to have, and common practically everywhere.

Telegraphic reports to the Abilene Daily Reporter were also produced, which were signed by the mayor of El Paso and aldermen, and which stated that the ordinance in question had either not been passed or not enforced. Of these several reports one is quoted:

"El Paso, Tex., May 25, 1910. 'Mayor Kirby, Abilene, Texas: 'Oil and traffic ordinances not passed at request of paving company. Ordinances were passed at start of paving but were never enforced. Oil does not affect pavement, nor do narrow tires. Bithulithic pavement as good today as when laid four years ago. 'W. F. ROBINSON, 'Mayor, El Paso.'"

Mr. Metcalf again urged that action be taken, expressing confidence in the council to select the right paving, and after giving his reasons for deciding in favor of the bithulithic Alderman Reid moved that the motion given below, which had been placed on the table previously, be taken from the table and action be taken on it.

The motion: That the contract for street paving be awarded the Texas Bithulithic company at price of \$2.20 per square

yard, with a two per cent discount for cash payment. That the mayor and clerk be directed to enter into a contract in accordance herewith, and that terms of contract be submitted to the council before being signed."

Seconded by Alderman Cohen the motion was passed six to two, Clark and Thomas voting "no." The mayor's veto which immediately followed will be overridden tonight, there being no possibility of a change in the vote.

The report of the American Lumber company was received last night on the wood block proposition and it was thought best to refrain from installing the creeping plant. The council has been delaying action on the paving for some time in order to consider this report, and it was with some disappointment that the report was received. Had the lumber company been fit to install the creeping plant for the preparation of wood blocks it would have meant a new industry for Albuquerque and the employment of a number of men. Mr. McGaffey was willing to manufacture and sell the blocks to contractors, but it was estimated that this would result in a cost of from \$2.75 to \$2.90 per square yard, and accordingly the wood block proposition was abandoned altogether.

The Texas Bithulithic company has established its state headquarters in this city with Mr. Lanham as state manager, and with the start made here last night rapid state development is expected in street paving. It is the policy of the bithulithic people to employ local labor with the exception of a few experienced men, and a new field for labor will be open as soon as the paving gets under way.

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